IN BERKSHIRE ON BICYCLES.

FROM LONG ISLAND'S SANDS TO THE HILLS OF WESTERN MASSACHUSETTS.

ASHORE AND MOUNTAINS COMBINED-FINE WHEELING AND SUPERB SCENERY-AN AVER-AGE OF TWENTY-SEVEN MILES A DAY

The Tribune did not stop riding on their return Easthampton. The return from Montauk Point to Sasthampton was made on the sixth day, and for eventh day only a short trip had been conaplated. To all intents and purposes it was of rest, for as respects the bicycles it included only a run of seven miles to Sag Harbor, whence a boat was taken to Shelter Island Heights, where a first week of the trip in a most satisfactory manner. The start next morning was not an early one. at then an early start was not needed in order to make Riverhead by nightfall. It rained hereabout on that Saturday there were three showers

remarkably fine one, and the country is full of inprest.

The next day dawned clear and cool, with a fresh les of that day's travel were directly toward Sound, the head wind proved slightly obstructive. It was the first wind that had interfered with he progress of the party, and they cheered them-Emerson's remark that head winds are "right for ever, a right-angled turn to the west was made. and thereafter the wind was no obstacle, but a cool

by the bloycle party, and as for the greater

there is a first-class sidepath, the rains which made

heeling to any appreciable extent. This run

roads somewhat muddy did not interfere with

SOME QUEER LONG ISLAND NAMES. Baiting Hollow and Wading River are mysterious names, but there is naught mysterious about the places to which they belong. The little hamlets are the origin and meaning of these names will throw little light upon them. They have some stories to tell regarding them, but will not youch for their Anyway, queer names abound on Long Island. The woods are full of them. They ought to be left untouched. The disposition in some quarters to drop the old names and substitute comething that is modern and "smart" should be frowned on severely by Long Islanders.

Between Riverhead and Port Jefferson there is a good road. It offers to the cyclist only one -the Fresh Pond Hill, a mile or two west of Baiting Hollow. Owing to sand and deep ruts it ble to walk both down and up, the hill being a double one, with descent and ascent in close proximity. According to the L. A. W. "Roadbook," scenery along this part of the north shore of ng Island is "magnificent." An interrogation int inclosed in parentheses might wisely be placed adjective. The road is a mile or more from the water all the way, and only two or three views of the Sound are to be had. It is a pleasant enough country, but in no way remarkable. Some stretches are through pine woods for a considerable distance, and in places buckleberries grow in profusion close by the roadside in mid-July.

Port Jefferson was the limit of the journey on Long Island, and when it was reached almost exemplete circuit of the island, but had it not been the rain on the day of starting, it would have m nearly that, as only the distance between Port and between Port Jefferson and Huntington those oads on Long Island.

The Brooklyn party had decided to mingle both seaside and mountains. Early on the morning of the tenth day, therefore, they took boat for Bridgeport, and by noon a train had deposited them in Great Barrington. That is an excellent point of de-Parture for a tour in the charming Berkshire re-gion. The Berkshires are called hills, but there is o apparent reason why they should not be termed nountains. At least that will be the conclusion arrived at by one who goes through them awheel, especially if he has an eye for the picturesque and takes some of the upland roads rather than those

AVOIDING THE RIVER ROAD.

There is a river road from Great Barrington to Stockbridge, and on toward Lenox, but the travelt awakened, even if there was nearly half a mile Field Hill was boldly attacked after the beauties of Stockbridge had been scanned. Can there be cially as Stockbridge Bowl comes into view and skirted for a considerable distance? There is another name for this lovely sheet of water, but why should not Stockbridge Bowl, which has a 'Bowl" has not the aristocratic tone of "lake." it

modernize the old appellations is to be deprecated. clers found the rain coming down when they awoke the morning after their arrival. It continued to rain for several hours, and for several hours more the roads were in an exceedingly muddy state.

It was not till 4 o'clock that the bicycles were mounted once more. The streets of Lenox were still there was a sidepath for about three miles on the object to bicycles going on it in such weather, al-Lenox is strict and meets the rider's eye at every tinued hardly more than one, and the succeeding descended safely on foot however, and the sequel owed that the worst of the trip came in the be ginning. The remainder of the run into Pittstell was made with ease. It was still cloudy and threatening rain when the riders called a halt. More rain fell during the night, but the next morning was fine, and even the thick mud in the main street of the city proved no serious obstacle to a start be-

times on the way to Williamstown.

It is Henrietta's solemn asseveration that she and her companions "flew" to South Williamstown. At all events, the wheels seemed to go of themselves, both up hill and down. In such conditions it is doubtless true that bleyeling more nearly approaches flying than any other possible form of locomotion. The road is fine all the way, and the scenery is superb. The "Roadbook" of the New-York State ment that on this run "one may coast about six miles to South Williamstown." This is far from the literal fact. For several miles there is an almost continuous and gradual descent, with many slopes on which the feet can be taken from the pedals but those who look for a six miles' coast on the

village in New-England, but there are two or three persons who have visited it this summer who are not of that opinion. It has undeniable attractions but a good road is not one of them. It is sur prising that the main street of the town is not kept in better condition. At South Williamstown at the fork in the road is the odd sign, "Either road to Williamstown, four miles." Those who take the right hand road, which is the more travelled and the freer from hills, do not enter Williamstown under circumstances best calculated to arouse admiration. is a sort of backdoor entrance that they get; fact which should be borne in mind in the event of a judgment not altogether favorable to the claims made in behalf of that college town. The day was rounded out with a pleasant run to North Adams and the return journey to Pittsfield by rall.

THE ASCENT OF MOUNT WASHINGTON. The bicycle journey, this time to the southward, was resumed at Great Barrington (the convenient train being again called into requisition meantime). With a pleasant stop at pretty little South Egremont, and a hearty welcome from some Hrooklyn riends, before the ascent of Mount Washington was attempted. Yes, one does not have to go to New-Hampshire to climb Mount Washington. That is the name of the mountainous township in the Southwestern corner of Massachusetts, and of a postoffice in its highest part. The Mount Washington road is smooth, but there is a long hill to be climbed; perhaps two miles of waiking for the wheeler

The Best Remedy in the World---Paine's Celery Compound.

The True Medicine for Lost Nervous Strength---What Scientific Research Accomplished---Proved by Success Where All Else Has Failed.



There is one true specific for diseases arising from a debilitated nervous system, and that is Paine's Celery Compound, so generally prescribed by physicians. It is the most remarkable rem edy that the scientific research of this country has produced. Professor Edward E. Phelps, M. D., LL. D., of Dartmouth College, first prescribed what is now known the world over as Paine't Celery Compound, a positive cure for dyspepsia, biliousness, liver complaint, neuralgia, rheuma-

tism, all nervous diseases and kidney troubles. For the latter Paine's Celery Compound has succeeded again and again where everything else has falled.

The medical journals of this country have given more space in the last few years to the many remarkable cases where the use of Paine's Celery Compound has made people well than to any

the way; with delictous ferns and flowers springing by the roadside. The pains of hunger gat hold upon them by the time Sky Farm—once the home of the Goodale sisters—was reached, and it was with joy that the near proximity of a good boarding-house was learned. Any one who goes to Whitbeck's, where the Mount Washington postoffice is situated, will find it worth while to take the half-mile walk to Sunset Rock, which affords a wonderfully fine view of the farms of Columbia County and the besuttful valley through which the Harlem Railroad CERTAIN MONEYS TO GO TO THE MUTUAL RETURN.

THE BERKSHIRE CLUB.

It is as long a journey down Mount Washington as it is up-if not longer. It requires a cool head and a firm application of the brake to go down safeis a frequent exclamation. Our travellers made a ing somewhat for the sake of seeing the Berkshire Club, an institution, still in its incipiency, modelled parks in the Catskills and elsewhere. The club's

the highest of the lower Berkshire Mountains, and commands beautiful and extensive views. On a clear day the Catskill Mountains are plainly visible. A commodious clubhouse has been built and two or three cottages have been put up. One of the attractions of the place is that it is only half as far from New-York, in time, as the Catskill parks. Despite the three miles of mountainous road which one must travel over from Copake Iron Works to reach the Berkshire Club property, the club seems to have a promising future before it. Practically the bicycle trip ended when Massachusetts was left behind, though mention must not be omitted of the fine roads of Dutchess County, between Amenia and Poughkeepsle. For miles in the vicinity of Millbrook they are almost as good as the drives in Central and Prospect parks, and there are numerous opportunities for coasting. But the season had been dry there, although abundant rains had fallen in every other region traversed, and there was considerable dust. It is on dusty roads that the advantages of a small hicycle party come out strong.

. THE TRIP A COMPLETE SUCCESS. To sum up: The bleycle vacation trip was a com plete success. It has in all probability established sedent for those who participated in it. ground again. The record of the cyclometer for the

days on which only short runs were had, the aver

entire journey was 343 miles. Not counting the two days on which only short runs were had, the average for the remainder of the trip was about twenty-seven miles a day. Such a pace can be easily maintained without severe effort.

The question of luggage was found to be comparatively simple. A bag was carried on each of the two diamond frames ridden, and a small value was sent from point to point, being seen by its owners four or five times in the course of the outing. Besides the bags, three waterproofs were carried in a roll on the handlebar of the writer's wheel. Probably he carried twenty pounds of luggage all told, but at the rate at which the party travelled the load was not burdensome.

It may be added that by people whose tastes are not extravagant such a vacation can be taken for a moderate outlay. The entire expense of this trip did not exceed \$100; but perhaps that statement should be qualified with the explanation that the party spent three nights at the houses of friends.

Womanlike, Henrietta wants the last word. "Please say for me." she says, "that if I wore what is called 'rational costume' in town, I should by all means wear a skirt on a bicycle trip through the sountry. I am sure that I attract enough attention in the country villages as it is; if I had on bloomer's I don't know what would happen. Just think, too, of going into the dining-room of the hotel where you stop at midday in such a costume. Hence no diamond-frame wheel would do for me. Anyhow, thus far (this is her second year of bicycling) I have never had any trouble from wearing a skirt. There is one drawback, though, in case two or three women should go off on a bicycle tour by themselves. Very little luggage can be carried on a drop-frame machine. But the remedy for that is in a woman's going with her husband and giving him the privilege of carrying her drygoods for her. That's all."

A COMPLICATION OF RUNAWAYS.

MR. STAUE'S HORSE WAS FRIGHTENED BY A BICYCLE, AND IN TURN SCARED TWO OTHER

John Staub, forty-nine years old, of No. 112 East Eighty-second-st., a harness dealer and member of the Fleetwood Driving Club, was driving up the approach to Centre Bridge about 9 o'clock last night in a light wagon, behind his valuable gray mare. When in front of the Standard Hotel, at One-hundred-and-fifty-fourth-st., he says, a bicyclist ran into his mare and frightened her so that she jumped to one side, smashed the wagon against a telegraph pole and threw him

ran at breakneck speed across the bridge. The noise of the smashup frightened the horse of another man, who, with his wife and child in a carriage, had just passed Mr. Staub. This second horse ran down Macomb's Dam Road as far as Eighth-ave., where it was caught without any damage being done. This man refused to give

out. The animal broke loose from the wagon and

damage being done. This man retuest to give policeman Casey, of the East One-hundred-and-fifty-second-st, station, his name.

Still another horse, frightened at the gray horse as it dashed across the lower end of the One-hundred-and-fifty-fifth-st. viaduct, dashed up the steep incline toward Washington Heights. It ran height way up when its driver got it under control. haif-way up when its driver got it under control.

Mr. Staub was picked up and carried to the
porch of the Standard Hotel, and a hurry call
was sent to Manhattan Hospital for an ambuwas sent to Mannattan Hospital for an amount lance. Dr. Lewald responded, and took Mr. Staub to the hospital. He had received contu-sions about the limbs and abdomen, and was con-siderably stunned, but was not thought to be seriously hurt. He remained at the hospital all

night, however.

The gray mare crossed Centre Bridge and ran up as far as Fleetwood Park, where it was caught by a mounted policeman of the Morrisania squad. by a mounted policeman of the Morrisama squao.

The wagon was wrecked, and had been left behind at the bridge entrance. The horse was taken to the Fleetwood stables for the night. It was not thought to have been injured. The bleyclist who caused the damage disappeared, and is not

THE STATEN ISLAND ACADEMY GROWING. The Staten Island Academy has established a ecommodate the large number of students enter ing this year. The beautiful new building, to include the Arthur Winter Memorial Library and the Curtis Lyceum, is being pushed rapidly toward completion, and will form one of the most con-spicuous objects in the approach to St. George.

said trusees may deem best. All household furniture, Jewelry, horses, carriages and personal effects are given to the widow. The will then divides any money which may become due to the testator's estate from the Mutual Reserve Fund Life Association under the contract or agreement made with the association when Mr. Harper became its president. One-third of this money is given to the association subject to the condition subsequently made in favor of Frederick A. Burnham; another third goes to the widow and the remaining third is divided between the dead man's brothers, Frankin H., George W. and Walter S., and his sister, Anna Davis. One-half of all the residue of the estate is given to the widow and the other half is divided among the testator's brothers and sister. Provision is made for the distribution of the estate among relatives in case Mrs. Harper did not survive her husband. The will then continues as follows:

among relatives in case Mrs. Harper did not survive her husband. The will then continues as follows:

"I have devoted my life to the upbuilding of the Mutual Reserve Fund Life Association, and it is my earnest desire that the association should continue to grow and prosper. To this end, I request my fellow-directors in the association, in the event of my death, to elect as my successor as president my friend, Frederick A. Burnham, who has been intimately associated with me during recent years in my work for the association, and who therefore fully understands my plans and purposes for its perpetuity and prosperity. And I therefore assign to the said Frederick A. Burnham all proxies which I hold from members of sail association, and hereby name, constitute and appoint him as my substitute and attorney to use and vote such proxies in the same manner that I myself would do, at any meeting of said members or otherwise if living and personally present. And, whereas, I have hereinbefore bequeathed to the said association one-third of the income payable under my contract and agreement with it, I do hereby declare that such legacy is subject to this request with reference to the election of the said request he not complied with for a period of at least five years, in case the said Frederick A. Burnham is then living and in good health, and if the said request he not complied with, then and in that event I do give and bequeath the said on-third of said moneys payable under said contract or agreement, which would otherwise be payable to said association, to the said Frederick A. Burnham for the period of five years.

Mr. Burnham was elected to the presidency of the Mr. Burnham was elected to the presidency of the Mr. Burnham was elected to the presidency of the Mr. Burnham was elected to the presidency of the Mr. Burnham was elected to the presidency of the

years."

Mr. Burnham was elected to the presidency of the association on the day of Mr. Harper's death. The executors of the will are Mrs. Harper and George W. Harper.

SURROUNDED BY A LAKE OF FLAME

PROOKLYN FIREMEN HAVE NARROW ESCAPES AT A VARNISH FACTORY BLAZE.

Fire was discovered shortly before 3 o'clock yes terday afternoon in the varnish and paint works of Chase, Roberts & Co., at Nos. 171, 173 and 178 North Ninth-st., and Nos. 170, 172 and 174 North Tenththe mixing room on the ground floor on the North Tenth-st, side of the buildings. A pot of varnish upset and an explosion followed. The overflow from tank which exploded spread to the storehouse where nearly 200,000 pounds of prepared paints were Three alarras were turned in, and Chie Dale, with nine engines and three truck companies responded. The heat became so intense that the

Nos. 122 and 124 Bedford-ave., and Nos. 169, 171 and 173 North Tenth-st., caught fire, but the firemen ex-tinguished the flames, with a loss of over \$1,000 of

las North Tenth-st, caught ine, but the Bremen extinguished the flames, with a loss of over \$1,000 of feed.

Patrick Duffy, who was formerly connected with Truck 5, while on a shed in the rear of his home, No. 128 Bedford-ave, was struck by a stream from engine No. 128 and knocked from the shed, receiving a fractured shoulder blade and interna. Injuries. The heat became so intense after the explosion of a tank which contained lins-sed oil that the fire lines were placed a block away from the burning building. Streams of water were played on the firemen who were fighting the fire, but three of them were overcome by the heat and smoke. Fireman Maher, engine No. 12, was overcome and also badly burned about the hands and face; Fireman Pearnall, of engine No. 13, was burned and overcome; Fireman Kiernan, of engine No. 15, and Foreman Cearty, of engine No. 12, also succumbed to smoke. All hands were treated by Surgeon De Long and taken home. While the firemen were at work on the North Tenth-st, side of the building, a tank of linsed oil upset and flowed out into yards in the rear of the buildings. The yards were two feet deep with water, and the oil, which caught fire, made the place a lake of fire.

When the oil overflowed, the firemen of truck No. 6 were penned in by the flames. They were wast-high in the water, and when the burning oil surrounded them other firemen played the hose on them and cut a pathway through the fire until they reached the doorways. Then the burning oil was extinguished.

The fire was under control at 8 o'clock last even-

was extinguished.

The fire was under control at 8 o'clock last even ing, but it promises to burn all night and to-day. The loss will be \$46,000 which is partly covered by insurance.

SELECTIONS FROM THE MAIL.

ELECTION FRAUD IN SOUTH CAROLINA. THE NECESSITY FOR CONGRESS TO INVESTIGATE THE CONTESTS THAT MAY BE MADE IN THE HOUSE.

Str: Your Washington letter of the 24 inst., published in The Weekly Tribune of the 4th, while apparently written in the interest of one only of our Republican contestants for a seat in the next Congress, and that, in my opinion, by no means the to the necessity for the House to investigate each case separately and on its special merits. I am not by any means in favor of reopening sectional or race issues, or of again waving the "bloody shirt." and fair elections, a Republican Congress ought not ulent character of our registration and election laws here in South Carolina, or anywhere else in the Union. To do so would, I insist, make it to a certain extent particeps criminis in the fraud.

Nor would I contend that it should seat contestants who have not been elected, simply on the plea that they might possibly have been elected under certain circumstances. On the contrary, I think it should not do so. But where the holder of the certificate is clearly shown to have been elected by cheating and fraud, or by fraudulent election laws, I think the election ought to be vitiated thereby, and the seat in question declared vacant. Such a policy, which in my opinion would be the correct one for a Republican Congress to pursue, would vitlate at least four or five out of our seven seats in the lower house of Congress, and also that of Governor Tillman in the Senate. Especially ought no man be allowed to take a seat in that august body, the United States Senate, who was elected thereto by such wholesale trickery and fraud as characterized the election last November. To do this would be to offer a premium on such methods, which certainly a Republican Senate or a Republican House cannot do without I need not enter into any particulars to prove to

the readers of The Tribune the character of our registration and election laws. They are too noevidence. Besides, we have two able judicial de-cisions against them, and not one in their favor. Judge Goff, of the United States Circuit Court, declared the registration law unconstitutional last man can doubt will hold good before the Supreme be got squarely before that tribunal on its merits.

mere technicality, as Chief Justice Fuller was careful to explain.

But, besides this opinion of Judge Goff, we have also a strong and unanswerable opinion of our own State Chief Justice against this law. Chief Justice McIver is a lawyer and judge of the highest character and ability, a Caradinian "to the manner born," and a lifelong Democrat. Yet he did not besitate to condemn our registration laws in the strongest terms as unconstitutional in an opinion that will stand as a monument in his bonor of judicial integrity and independence. It is true this able opinion of our Chief Justice was also overruled by the two Tillman pupper associate justices, who denied the jurisdiction of the Supreme Court of the State to decide as to the constitutionality of a State law (sic).

These two judicial opinions are, as it seems to me, sufficient to stamp indelibly the true character

CERTAIN MONEYS TO GO TO THE MUTUAL RESERVE FUND LIFE ASSOCIATION—A CONDITION

IN FAVOR OF FREDERICK A BURNHAM.

The will of Edward B. Harper, who was president of the Mutual Reserve Fund Life Association up to the time of his death last July, was filed for probate yesterday in the Surrogate's office. Mr. Harper held several policies of life insurance, and his estate is estimated by the executor at upward of \$100,000. The will was made on January 2, 1886. The principal legates is Mrs. Emma K. Harper, the widow. The couple had no children.

The will directs that all debts be paid and that the executors set aside \$2,000 for a monument for Mr. Harper and \$1,000 for the maintenance of his burlai piot. By the third paragraph of the will a trust fund of \$100,000 is created to be paid to the Central Trust Company as trustee. The amount is to be accumulated by using the proceeds of life insurance policies on Mr. Harper for life, and she may use any poart of the principal, not exceeding \$5,000 in any one year, as may be necessary. The principal of the fund is to go, at Mrs. Harper for life, and she may use any whom she may name.

A legacy of \$2,000 is left to a cousin of Mrs. Harper, Josephine Lippencott. The fifth clause of the will its "I also desire my said executivis and executor, from the remainder of my estate, to distribute the sum of \$2,000 equally among such children as shall, prior to my death, have been made after me, and whose claims and proofs of identity shall within twelve months after my seed executor, from the remainder of my estate, to distribute the sum of \$2,000 is left to a cousin of Mrs. Harper for life, and she may use any of the will its "I also desire my said executivis and executor, from the remainder of my estate, to distribute the sum of \$2,000 is left to a cousin of Mrs. Harper for life, and she may use any of the will be sufficient to stamp indefinity of our people, in the control of the entire election laws accounting our opponents. Accepting, then, as counted the vote for "Jacary," the rec

To the Editor of The Tribune. Sir: Is it any matter for surprise that we are shipping gold when we take into consideration that manufactures through the reduction of the tariff, with proper protection, produce at home? Or is it surprising that Englishmen and Germans should prefer to invest in their nome industries in preference to ours in view of the increased prosperity of such enterprises due to the manufacture and export to this country of such an enormous quantity of goods, and a corresponding decrease in transportation requirements here? Are we not doing all in our power to benefit them and injure ourselves?

O. N. T.

THE PORTRAYAL OF THE NEW WOMAN.

To the Editor of The Tribune. Sir: I wish to thank you most sincerely for the excellent editorial in your issue of September 10, on

The New Woman and the Old." Having been treated to a grotesque and exaggerated view of the "novel" woman ad neuscam, it is indeed most gratifying to have a newspaper like The Tribune give its readers a view of the much abused creature in her normal condition. I trust persons that no change of environment can per manently affect the "dominant and constant ment of our sex, the 'eternal feminine,' " and that the elevation of woman to full citizenship will make the elevation of woman to full citizenship will make her none the less "a dutiful daughter, an affectionate sister, a loving wife and devoted mother." I am glad to know that the article in question has been widely copied and favorably commented upon. May other papers follow the Illustrious example of The Tribune, and furnish the public with a more honest and healthful view of the woman question. MARTHA R. ALMY. Jamestown, N. Y., Sept. 16, 1895.

THE POLLUTION OF THE PASSAIC.

To the Editor of The Tribune. yesterday's issue. As a person interested in the welfare of the thickly settled country along the banks of the river, I wish you would continu writing editorials on this subject. Believe it, some writing editorials on this subject. Believe it, some thing will have to be done, and until the public is thoroughly aroused nothing will be done. News-paper editorials, as shown by the crusade of the papers against the destruction of the Palisades, are, in my opinion, the most effective means of having the public reach such a state that action will be taken. New-York, Sept. 21, 1896.

WATCH OUT FOR THIS THIEF. .

To the Editor of The Tribune. the community to a method of fraud which has been successfully practised in this city and its vicinity for a considerable length of time by "linen swindlers." A man will call at a woman's home names of friends or acquaintances, to whom often he has no right whatever to refer, and endeavor, to he has no right whatever to refer, and endeavor, to effect a sale of his wares, usually claiming that they are imported goods of fine quality. The customer finds too late that the goods for which she has paid perhaps \$100 or more are cotton, of domestic manufacture and not worth one-third of the amount she has paid for them.

This letter is written in the hope that it may save some of your readers from a loss.

New-York, Sept. 21, 1826. OBSERVER.

THE STARS AND STRIPES IN ENGLAND.

To the Editor of The Tribune.

Sir: Recent advices from New-York tell of demonstration in Lion Park, in which certain Irish men seized and trampled under foot the British ensigns which formed a prominent part of the dec-orations of the place of meeting, at the same time to hang there.

It may interest your readers to know now the Stars and Stripes, their National emblem, is re-ceived in this country. During the greater part of last week our annual horse and cattle fair held possession of this town, and shared the honors and gether drew forth an immense concourse of people

dreds of flags and streamers that flapped and flaunted gayly from staff and halyard about the grounds, the old National ensign, the Stars and Stripes, formed a large and prominent proportion. And I am happy, as a native-born American, to say that not a sign of jealousy or disapproval was ever once shown toward our country's banner. I admit that the object of the display was not in the nature of a compliment, but simply a decorative concomitant of the fair, and as such it will be reproduced in a thousand places as the show vans and their owners move about the country. I sincerely hope this liberal spirit of toleration shown by Englishmen will be appreciated by your many readers, and that our Irish-American friends will take the lesson to heart.

High Barnet, near London, Sept. 10, 1825.

A REPLY TO AN INLAND YACHTSMAN. SOME POINTS IN THE ETIQUETTE OF INTERNA-TIONAL YACHT-RACING.

To the Editor of The Tribune. Sir: There appears in this morning's issue of your paper an interesting communication from a Schenectady yachtsman; interesting as an exhibition of the density of ignorance and generally befuddled state of mind still existing among some persons, even though they be "habitually . . . spectators" of the cup races.

First, a unique and curious suggestion is offered

or implied, that the holders of a challenge cup interpreting the rules under which the contests are states to whom disputes under those rules shall has been followed on both sides of the Atlantic for generations, should now be abandoned. We hold Englishman to take charge of the affair, and there you are, no chance of a growl from the Britisher. Further on in the letter from Schenectady we went over the course, supposing it was a race. She evidently, to the second race. Now, who is to blame for disseminating such information as that blame for disseminating such information as that in the country districts? There was, doubtless, much to confuse the inland yachtsman, as well as the seaboard one. In the various newspaper accounts of the successive difficulties arising in that unfortunate contest; but where did the idea originate that "it was not a race"? Here is a bit of rudimentary yacht racing information for the benefit of Schenectady yachtsmen. When a yachtsman considers that another contestant in a race has committed a foul, he shows a protest signal and finishes the race if possible: the protest is considered and decided by the proper authorities after the race, and the race is awarded to that yacht in whose favor the verdict is given. Hence, the Defender went over the course in order to make it a race, and Valkyrle, instead of finding it to be no race, which many of us wish had been the case, most decidedly found that it was a race, and that she had lost the second leg for the cup. Perhaps too much space has been given to a fact generally so thoroughly understood, but facts seem to get twisted in working their way out to Schenectady, and it is well to make it plain as possible at the start.

The Schenectady yachtsman asks, sarcastically,

twisted in working their way out to Schenectady, and it is well to make it plain as possible at the start.

The Schenectady yachtsman asks, sarcastically, upon the assumption that the Defender is the better boat, "was ne (Dunraven) then bound to sall simply to keep the Defender people in good humor by letting them beat the Valkyrie?" The answer of any true sportsman would be yes! emphatically yes! though "to keep them in good humor" is not exactly the way to state it. Whether Lord Dunraven knew the Defender to be the better boat or not, whether he thought the outcome a foregone conclusion or not, he should have given the Defender the satisfaction of winning or losing in a real contest. He should not have withdrawn from a race at the start because he feared the possible interference by steamers some time during the race, although at the start the course was admitted to be unusually clear and he had the assurance of the committee that especial efforts would be made to keep it so throughout. He had the undoubted right to complain as much as he chose to before or after the races of the interference of steamers, and to refuse to enter future contests under similar conditions, but a tru'y sportsmanlike spirit would have prompted him to give his rival a try at any rate, and, in case of interference, to request that the race be resailed, which request would undoubted rive the surface of the spirit of the receive have been compiled with had the interference been serious.

In any event his position before yachtsmen would

In any event his position before yachtsmen would

A FAMOUS OLD PLAYHOUSE.

WHERE MACREADY WENT TO SEE PHELPS IN

From The Sketch.

I wonder how many—or perhaps I should say how few—of the people who annually visit that pleasant little Sussex watering-place, Worthing, visitors who take their dramatic and musical pleasure at the new Assembly Rooms in Bath Place, where the Duke of Connaught was recently enter—in the pulse of Connaught was recently enter—the business of Connaught was recently enter—the were energing from the St. George depot. The where the Duke of Connaught was recently enter-tained at a Masonic luncheon, are aware that in the older portion of that reimarkably clean little town there once flourished a temple entirely devoted to the service of Thespis, much beloved and patronized by a former generation of playsoers. Yet that building still exists, though devoted to the baser uses of a provision warehouse, from which the excellent rashers, the prime country butter, the harmless necessary sugar and the cheering but non-intoxicating tea are purveyed to the said visi-tors by one of the oldest-established and largest firms in the once again flourishing town. In Ann-st., an ancient thoroughfare at the back of the Town Hall, the front of the old theatre, with its bust of William Shakespeare, still remains un-aitered, despite the many changes of the last haif-century. Doubtless the time-honored atmosphere of sock and buskin still lingers about the place, the pungent aroma of peppers and spices notwith-



FRONT OF THE OLD THEATRE, WORTHING.

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standing, for the boards of that stage were trod for a brief season by the feet of the celebrated actor Samuel Pheps. It was in the summer of 1836 that the artist, then, I believe, unknown to the metropolis, went to Worthing from Scotland with a company of players, and rejoiced the hearts of the Worthingites with a round of fine impersonations. Here Phelps appeared as Hamlet, Brutus and Virginius, as Macbeth and William Tell; here he played in "The Hunchback" and "The Wife," and in "Black-eyed Susan," not to mention the part of Jeremy Diddler in "Raising the Wind," and here that prototype of Henry Irving, the world-famous actor-manager Macready, came one fateful evening to see the artist of whom he had heard such excellent reports. So delighted was Macready with the performance of the man who in after days was to be his successor in "the legitimate" on the London stage, and who at a future time he declared to be "the best Shakespearlan actor and scholar of his day," that he at once engaged Phelps to play Macduff for a lengthened period, and no great time elapsed ere the embryo manager of Sadler's Wells was seen with Macready at Covent Garden, where his Macduff created a most favorable impression. During that visit, which Phelps made memorable to many a Sussex playgoer, he was not only the admiration of the Worthing townsfolk, but won their esteem and affection, and some of those who appreciated the artist and loved the man still live to sing his praises.

It was from one of these friends of Phelps's early days—a veteran, I am giad to say, still hale and hearity in his native town—that I heard of Phelps's Worthing season. From him, too, I heard of pleasant home evenings, when the great actor most modest, most reticent of men) was persuaded to emerge from his shell and delight his acquaintance with his rendering of some dramatic masterplece; of delightful walks—the actor was a famous pedestrian—through Sussex copaes and across Sussex downs: of sunrises witnessed over the misty

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man Church of Steyning that my friend then "personally conducted" Phelps. Past the spur of the great down on which now stands Lancing College, "plain for all eyes to see," the pair wended their way—a way lightened by the conversation of the actor, who during such rambles was a falker worthy to be listened to—past the Saxon churches of Combe and 8. Bottoph's, till Steyning itself was reached, and the Norman architecture which the Sussex man had so highly vaunted met the delighted eye of the actor. So impressed was Phelps by that glorious Norman work that at a later date, when he had become his own manager, he sent moven his scene-painter, to make sketches, and the Steyning Arches formed a fine background to one scene in his production of "Richard III." I cannot learn that Phelps ever played at Worthing in his palmier days, but I know that he remembered the place and people with affection, and welcomed his old friends from Sussex to his London these with warmth and enthusiasm.

Before I leave this subject I must record an excellent bon-mot made by the senior partner of that firm who purchased the old Worthing theatre, and converted it to its present use. My friend had remonstrated with this gentleman—half in earnest, half in jest—on the desecration of which he had been guilty. "Well," replied the delinquent, "you have Shakespear in front, and Bacon behind, and what more can an Englishman want?"

A STATEN ISLAND RAILROAD SMASH.

PASSENGERS BADLY SCARED BY A COLLISION BETWEEN THEIR TRAIN AND ONE LOADED WITH FREIGHT.

both were emerging from the freight train at this place was going in the direction as the passenger train from the floats of the Baltimore and Oh.o Rallroad.

The passenger train had between two and three hundred people on board, but no one was seriously injured. The collision caused a panic among the injured. The collision caused a panic among the passengers, and when the train came to a standstill there was a stampede for the doors. A number of the passengers were slightly cut and bruised, but not serious enough to require the attention of a physician, except Garrett Van Pelt, captain of one of Starin's steamboats, living in Erastins.

No one seems to know who is to blame for the accident. An investigation will be made by the railroad officials. The wreck was cleared away in a short time.

GUESTS AT LEADING HOTELS.

The leading hotels did an exceptionally good businumerous than usual on a Saturday. A good week is looked forward to by the hotel men week is looked forward to by the note men.

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Thrisch, Brussels, Belgium, F. H. Phipps, London, S. S. Wheeler, Lima, Ohio, C. A. Rowland & wife, C. A. Rowland & W. Pittsburg. C. W. Hulse, England. C. J. Haigh, Buffalo. S. W. Rouse, Boston. HOLLAND. HOLLAND.

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